

Australian Model Railway Association

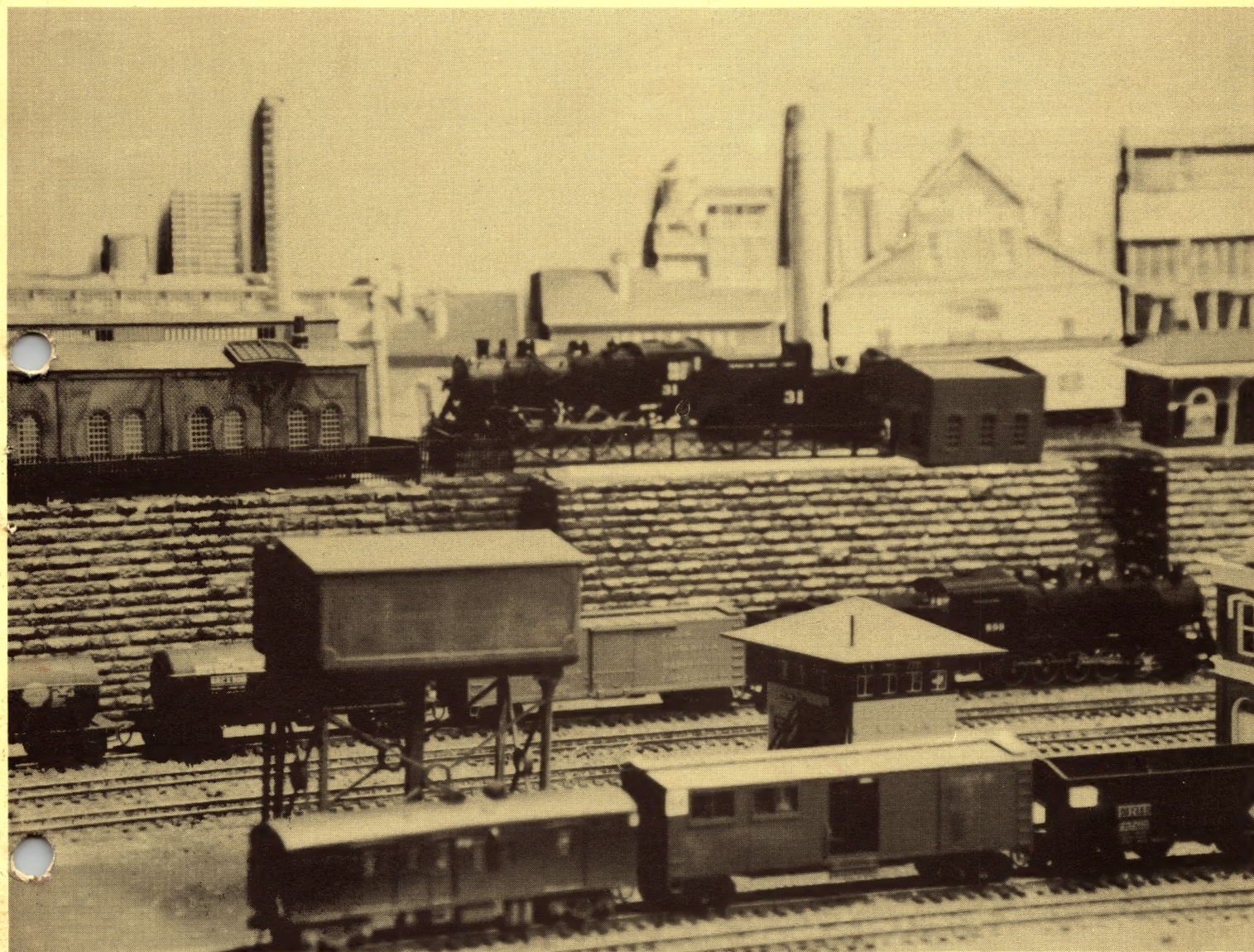
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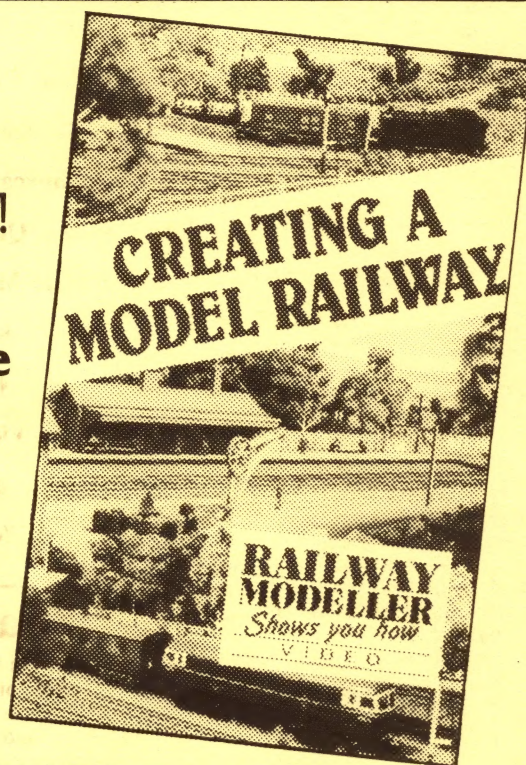
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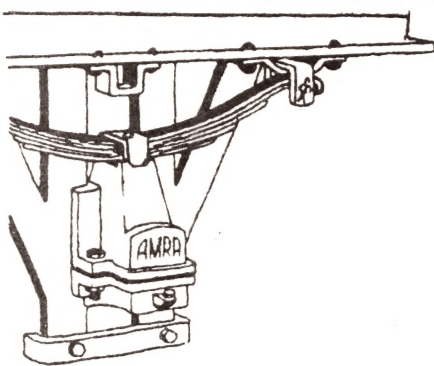
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Editorial JOURNAL BOX . . .

Doesn't time fly by when you are having fun? Since I missed the last deadline and am running late for this one (*just as well I was running even later! Managing Editor*). I have been traipsing round the countryside using largely public transport. Missed out on the Sydney and Adelaide exhibitions but did manage to visit the Hutt Valley Model Railroaders Inc at their clubrooms in Lower Hutt, New Zealand, and also managed to get a few photos of New Zealand steam engines and other NZR trains.

Following on Ted Ward's article in Journal 205, I am hoping Roger can find a place for the page headed Member's Information Sheet. This could be a handy way to jot down those hints, tips and queries that can be used as a filler for that gap that sometimes finishes up at the end of a column. It could also be used for jotting down that idea for an article, whether long or short.

Reading through other magazines, it seems that in spite of the current recession (we had to have) there appears to be quite a bit of new Australian prototype, both in kit form, and either semi assembled or ready to run, coming out this year 1992. I only hope the manufacturers' expectations are met, and some of us are not too broke to be able to purchase the goodies on offer.

Rex Little

On the Cover

In the last issue, we featured some photographs of the former layout of the Melbourne Model Railway Society, which was tragically destroyed by fire.

Well, the MMRS have been hard at it, rebuilding at a new site. This photo shows an industrial area on the new layout. More photos will feature in the next issue.

Photo Ian McKenna

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Contents

| | |
|---------------------------------------------------|---------|
| Secretary's Desk | Page 2 |
| Information and Directory of Office Holders -AMRA | Page 2 |
| Narrow Gauge Junction | Page 3 |
| Athearn Boxcar Underfloors | Page 4 |
| The AMRA Queensland Branch Clubroom Layout | Page 4 |
| It Occurs to Me | Page 6 |
| The National Rail Corporation | Page 7 |
| State News - New South Wales | Page 8 |
| Victoria | Page 10 |
| Queensland | Page 11 |
| Western Australia | Page 13 |

Editorial Deadlines

The deadlines for the next issue will be 15th February for articles, 25th February for State News and letters and 7th March for addresses and envelopes.

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From the Managing Editor

This issue looks like being late again. Helen our typist has been away on holidays so I have had to type most of this issue myself. I apologise for any misspellings etc. Also, for this reason, I have delayed a few general articles until the next issue (received from Steve Chapman, Bob Clelland, Chris Malone and Steve Malone).

Also, my using source of screened bromides for photographs is closed for Christmas/New Year holidays so some photos are deferred to next issue.

A family bereavement has also prevented me from devoting as much time as I would have liked to this issue. However the lack of articles is partly made up for in bulk anyway, by the membership list, Members File and the new Member's Information Sheet (see the reference in Rex's Editorial).

Roger Lloyd

Secretary's Desk

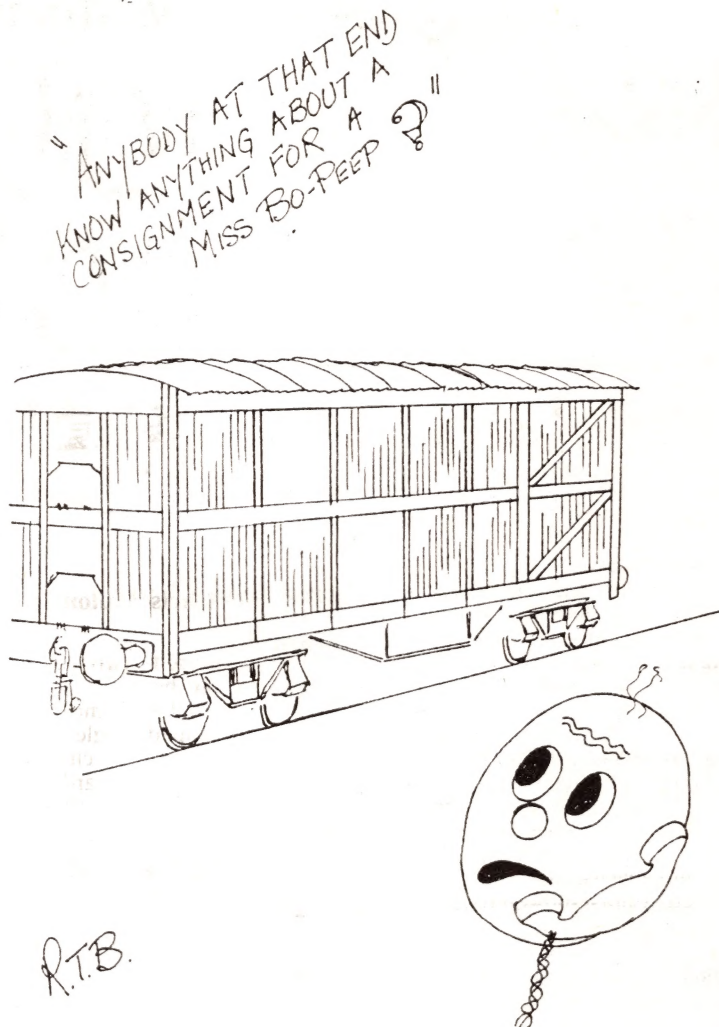
Hi there. Anew year and a new Federal Secretary.

I'll begin by introducing myself. My name is Steve J Chapman and I am the new Federal Secretary. Those of you who have been members for a while will remember me from the articles that I wrote which appeared in Journal between 1988 and 1990. The reason for the inclusion of the J in my name is that there is also another AMRA member called Steve Chapman and when I first started having articles printed people kept getting us mixed up. Hopefully, this won't happen now.

Again there were only just enough nominations for federal committee to fill all of the available positions and then only because Norm Read and Ken Edwards agreed to stand again. The only changes from last year are my return to the committee (after my year off to go overseas) replacing Harry Gibson as secretary and Gary Butcher being co-opted onto the committee so that he can find out what the committee is all about. Hopefully next time we might get enough new nominations for those who have been on the committee for many years to be able to choose whether to stand again instead of agreeing to continuing because there isn't anyone else.

Three of the states (Victoria, Queensland and Western Australia) have achieved the objectives of the membership drive in 1991 and by the time you read this will have received their \$100. Latest membership figures show Western Australia has overtaken the eastern states for total members. Congratulations WA on your membership growth. Come on all the other states, let's not get left too far behind. The membership drive is on again this year.

Steve J Chapman
Federal Secretary



Information and Directory of Office Holders - AMRA

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|-------------------|-------------------|
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| Federal Secretary | Stephen J Chapman |
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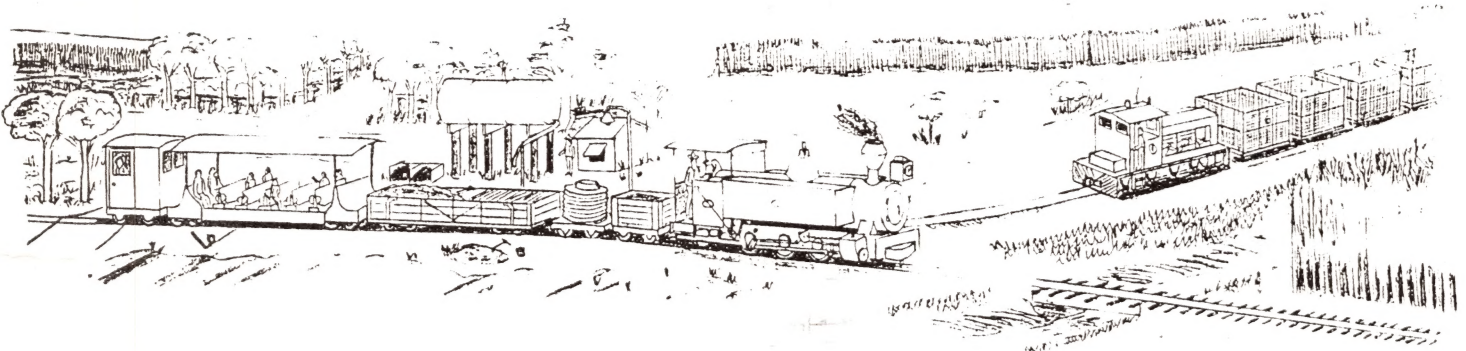
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(Corrections, additions to the directory would be most welcome. Please send them to the Managing Editor)

Narrow Gauge Junction

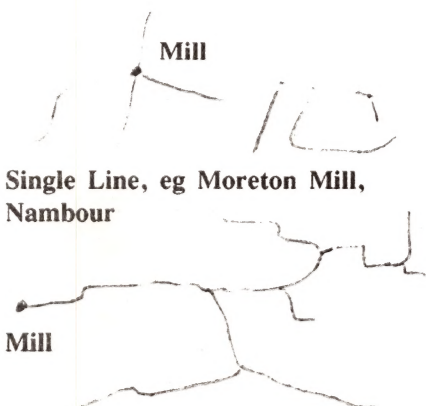


In Narrow Gauge Junction this issue I am dealing with track arrangements and operations. When sugar production commenced during the 19th Century, the industry was very primitive. Most mills were small, and many were only juice mills. At this stage, the horse and cart were common cane transport. It became apparent fairly quickly that larger mills were more efficient and cost effective and so many mills amalgamated. In some areas, large mills have always been the case. Once the mills had reached a certain capacity, they could no longer be supplied by horse-powered transport and, so, tramways evolved. Companies like John Fowler and Decauville were quick to offer 'train sets' consisting of track, locomotives and rolling stock for plantation service.

With mills becoming large, their cane-growing areas were often widespread. Many had to cover a lot of ground between fertile pockets, crossing watercourses and hilly areas to do so. Mills have been established in a variety of landscapes, including within towns, adjacent to rivers and in the middle of canefields. Mill tramline has generally followed two patterns - either radiating from the mill or as a single line with several branches. The latter arrangement occurs when the mill is on the edge of a cane-growing area, eg Moreton Mill at Nambour. Where there are several mills in a district, their tramlines are often joined. In some cases, cane may be hauled by three mills' locos on its way to a mill.

Mill Systems

Radiating, eg Kalamia Mill, Ayr

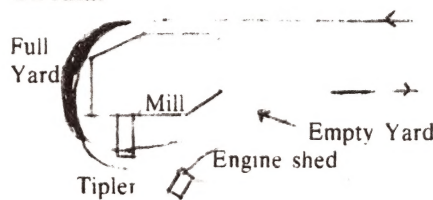


by Chris Malone

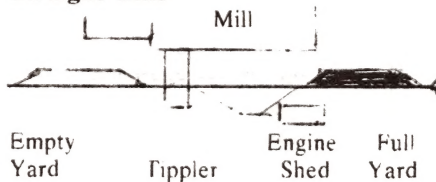
At the mill itself two general track arrangements can be used. The straight line version has full and empty yards on a straight or L-shaped angle, the tippler being between them. The circular version features a full or empty yard circling the mill complex and is used where space is limited.

Mill Layouts

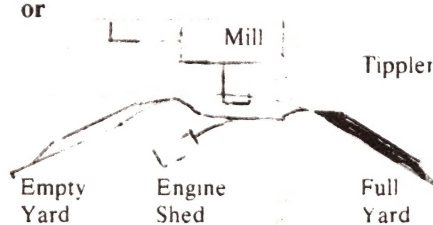
Circular



Straight Line



or



Operations:

1 Radiating Tramline - Basically one loco goes out on each line, collecting cane on the way back to the mill. As the lines are usually of different length, arrival back at the mill is staggered, the mill receiving a constant, steady supply. A particular loco may make several trips on the one branch each shift and sometimes they may be allocated to a branch for the entire season. Mill locomotives are often named after local places but these do not give a good guide to their area of operations.

2 Single Tramline - All locos leave the mill in a procession at the commencement of a shift and peel off at the numerous junctions. They return to the mill staggered in arrival with safeworking of great importance. A tramline like this is much easier to railfan as traffic density is high and motive power varied.

Farm Sidings



Depots



The above diagrams illustrate typical features out in the canefields. Note that the depots also contain many other facilities, sand being an important one.

All tramways use radio communication for safeworking, with some colour light signals in the mills. Several radio frequencies are used when more than one mill is involved, with a common frequency on shared track. Yard arrival and despatch are handled by mill traffic officers, often using CTC for the mill complex. Point changing remains a manual task. Trains are run to suit harvesting and no published timetable is available. Mill transport officers are also in charge of all tramline and infrastructure, while overall control rests with middle management.

I will now look at some modelling ideas for the above prototype situations. First consideration when building a sugar tramway model is whether a mill is to be included. As these are large, complicated industrial plants, modelling (except in Z scale) would be best left to people who have worked in such installations. For the average modeller, who prefers to build trains than buildings of this type, a mill is better represented by low relief methods, or even better, on the backdrop. A successful tramway can also be built without a mill. The mill generally will take up a lot of room, and an intensely detailed section

Continued from previous page

of the tramline can be a good choice. Assuming that a mill is to be modelled (in any of the above methods), it is then important to consider what track arrangement to use. As mentioned, there are straight line and circular methods. The latter requires a lot of space for a balloon loop in larger scales, and as the track circles the mill, it means the mill must be modelled too. Thus the straight line version is often preferred. This can be modelled on a ledge only 2 feet wide, but does require a long length for the full yard, tippler and empty yard. Alternatively, if straight line distance is not available, you may choose to do as the prototype did - build it on a L-shape, to suit the available land. When planning yards, you must take into account your envisaged bin fleet. While it is unlikely that you will be able to model a prototypical number (1000+), if you plan to build, say 50, make your combined yard capacity around 75. This will not overload the mill yards, but still give a realistic urgency for emptying bins and despatching trains.

As well as the features mentioned, other facilities at mills which can be modelled include: Engine sheds, bin repair shed, workshops, tramway offices, control tower, navvies depots and yard lighting. Once out in the fields, the various sidings, loops and depots can be modelled. Most farm sidings are single-ended, the points being at the mill end. Empty bins are rope shunted in, and this too can be represented in modelling. Loops are often used for crossing purposes, especially on a single tramline from the mill. Other features which can be modelled are level crossings, creeks and rivers, as well as a common site of a crossing of QR 3'6" gauge track.

This article has been intended to give a general overview of tramway modelling logic. In future articles I will deal with construction of an operating tippler and other mill facilities. Details will also be given on modelling other tramway features.

Athearn Boxcar Underfloors

Most Athearn boxcars have two problems in common; an unsightly, unpainted steel plate under the floor that needs treatment to prevent it rusting, and spring steel clips on the coupler boxes that tend to rust and interfere with the operation of Kadee couplers. On many types of cars, both of these problems can easily be overcome by turning the floor upside-down; not an original idea, but worth repeating.

Before assembling, check whether the plastic floor can be fitted into the body upside-down. On some cars it is necessary to cut off some small locating lugs; on others the removal of large lugs that locate in the doorways will require that the doors be glued shut to hide the gap. Generally, however, it will be possible to achieve a planked underfloor that rests on ridges inside the walls and is flush with the bottom of the ends. Eventually the floor will be glued in place, so the locating lugs will not be missed. Chop the coupler boxes off the ends of the underframe, and discard them. File any flash off the top, and glue the underframe onto the planked side, now the bottom, of the floor. Use the truck mounting screws to align the truck bolsters over the screw holes in the floor and to hold the underframe flush until the glue sets. Using a rubber-type glue, such as Walther's "Goo",

The AMRA Queensland Branch Clubroom Layout

When the branch had to move its clubrooms because of redevelopment of the South Brisbane Railway Station for EXPO 88 we had the opportunity to rebuild the Clubroom Layout completely. A group of members were elected to work on the design and a criteria was selected as guidelines for its design and construction keeping in mind the lessons learned in our past experiences. For instance the old layout was not really reusable despite best intentions, and on the new layout it was planned to make it reusable and easily moved should the occasion occur. The whole layout was built onto standard Dexion steel modules, most of 12'6" length and of a standard width of about 2'6".

Looking at the track plan it can be easily seen the main 16.5mm gauge trackage is of a double track system fed by a Main Terminus Station. A few branch lines feed off this network and ample passing loops etc allow for temporary storage of trains and general opportunities for interesting train workings. The separate 12mm gauge system is of a dog bone style and trackwork on this system needs to be hand laid as no universal track system for 12mm is available.

A back scene surrounds most of the layout and scenic dividers are planned between Wyandra and Newbury Junction and around the 12mm balloon loop at Sunrise. Very little of the trackwork is flat and it was the intention that the moderate grades would help to limit train length allowing trains to fit into loops and assisting in preventing operational problems associated with extra long trains.

Clearances on the 16.5mm Main Line are to suit the very largest Sn3-1/2 modelling meaning a track spacing of 3" and a freight clearance of almost 4". Hopefully these standards will allow all types of railway modelling on 16.5mm track to be operated. A minimum radius of 3" on the Main Lines has been adhered to, while large Peco points (5' radius) are used on the Main Line. Elsewhere medium Peco points (3" radius) are installed.

Leaving South Brisbane Central, the Main Terminus of the layout, we head slightly downgrade to Gowrie Junction where we join the main line. We continue on a slight upgrade to Dimbulah, a busy station, catering for two branch lines to The Summit and Netherdale, both of these Branch Termini are reached after further upgrade climbing. Dimbulah also has a bi-directional passing loop between the up and down Main Lines, a useful feature used on the QR system. Dimbulah is the highest point on the Double Track Mainline and

from here we head downhill to Sunrise another interesting port of call. This station features a passenger platform and a small goods yard where a small local goods can pull off and shunt and keep clear of the main line. Continuing on further and down grade slightly we reach Lomead the lowest point on the railway. This area features another Bi-directional loop and short relief roads. Starting to climb again we reach Wyandra, another popular spot for small shunt trains. Climbing further, we arrive at Newbury Junction. From here we head straight ahead to continue the circuit to form a continuous run or swing to the right crossing the opposing and 12mm tracks and head sharply downhill and join up again at Lomead. This track is the reversing section, the same as a balloon loop on a single line, this turning the train around transferring it onto the opposing track of the double line. Leaving Lomead we climb again to Sunrise, this side of the Main Line has an extensive goods yard, feeding some large industries. Climbing further on the main line we reach Dimbulah. From here it is a gentle downgrade to Gowrie Junction, where we can return to South Brisbane Junction or continue slightly to the left and complete the continuous run circuit through Newbury Junction and Wyandra.

South Brisbane Central and Branch Lines are controlled by local controllers while the Main Line has four controllers available to any section this selection controlled from the elevated Dispatcher's Panel, through Telephone Bar Switches. All main line points are electrically controlled from the Main Dispatchers (Control Clerk) Panel.

Dimbulah and Sunrise have local panels which also have control over the relevant sections and track points. Automatic signalling is planned combining the Auxiliary Bar Switch contacts and logic systems, ensuring that all points are set correctly and controllers assigned properly before a green light is given.

The Netherdale Branch Terminus is the only part of the layout remaining from the old clubroom layout. The segment was originally built as a shunting puzzle layout for the Brisbane Hobby Show back about 1980. It is based on the Timesaver design by John Allen. It was intended that this segment could lift to allow this terminus to be changed with other modules of a different track design.

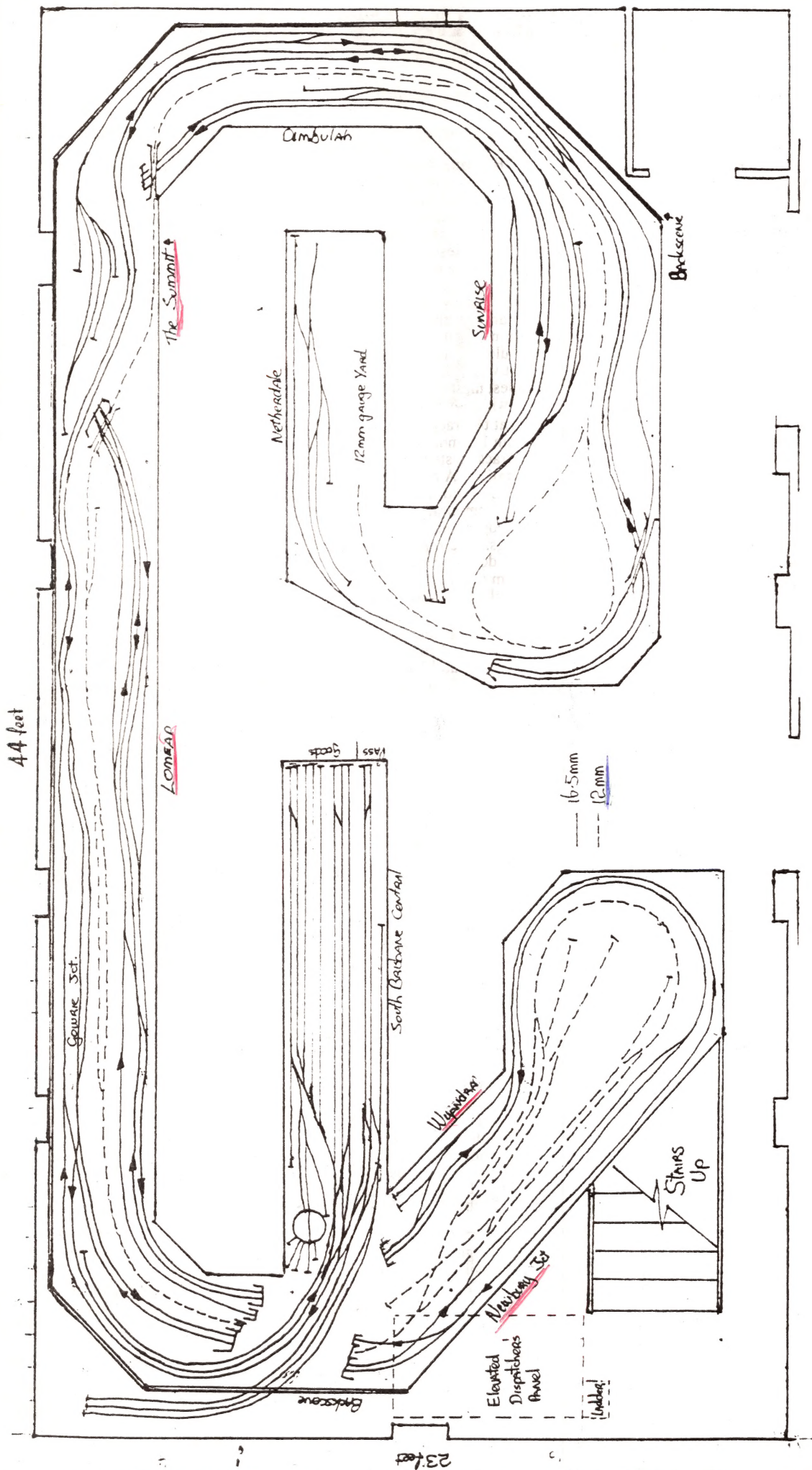
I'm sure this Clubroom Layout has turned out to be quite suitable for the Branch's needs and the design has proven to be good in every way, considering the size restrictions of the space available.

glue the steel weight onto the top of the floor, where it will now be out of sight inside the car. After fitting all the details, insert the floor assembly into the body and glue in place. Check that the floor is flush with the bottom of the ends, or if necessary file the ends, so that assembled Kadee couplers can be installed by gluing the Kadee boxes directly to the bottom of the floor. Fitting the trucks to the bolsters should now achieve the correct coupler height. Beware, however, that some Athearn

models do not yield the correct coupler height, even when assembled as designed.

In these cases it is necessary to either pack the coupler box lower (or use under-set couplers, number 27), or raise the body by fitting new truck bolsters (made from Kadee coupler box lids). The end result will be a car with a more realistic looking underfloor that won't rust or warp, and couplers that work much more reliably in their own boxes.

A.McK.



It Occurs To Me

by Mac Legoti

The point has been made before that there is much more outside the railway boundary than there is inside. In and on that outside are roads, plenty of them. They go over, under and alongside the tracks that we take delight in depicting. They are an integral, essential part of the scenery that goes along with the prototype rail system and, thereby, needed in a model if it is to be really true to life.

From time to time, these roads impinge upon railway land, where they become access roads, service roads etc and broaden out into yards with sidings, stores, maintenance areas with warehouses, stores and loading banks. Now, on these roads appear many sort of rubber tyred vehicles to keep company with our favourite steel tyred variety.

In the yard areas, sidings and storage complexes these vehicles will be entirely goods carrying commercials, rigids, articulateds and, occasionally, with full trailer. Then there are the sub-types of flat bed, sided, caged and fully covered, not to mention skeleton bodies for carriage of containers, timber or steel.

These aren't the only commercials to enter the scene. A great number of stations have interchange facilities with provision for buses and coaches, large and small. Then there are the outer suburban stations with quite extensive car parks.

We must also remember the various road vehicles operated by the railways themselves. These really do come in all shapes and sizes, from the smallest four wheel drive to huge semi-trailers. Some have the capability to run in either mode,

having flanged wheels that are lowered to keep it on the rails as and when needed.

One more type of road vehicle remains as a border line case, even then. This is the presently experimental road-railer concept. Basically a semi-trailer, having both road and rail wheels, it has a special coupling at the other end.

It would seem then, that there is just as much variety in the world of road vehicles as in that of the rail. Does the model world reflect that variety? I think not.

Imagine a typical layout representing a station with adjoining yard and a backing townscape, probably main street, that the station building front onto. In the process of operating this layout, all sorts of locos, wagons, carriages, etc come and go. The yard fills and empties. Trains start and finish imaginary journeys. The layout has visitors, so a different lot of rolling stock fills the sidings and comes and goes on the through tracks.

Does the visitor or visitors think about anything beyond the railway operations? Do they bring any road vehicles from their own layout? Rarely, if ever, does this happen. Probably the owner of the layout himself, or members if it is a club affair, never give a thought to the townscape or whatever is in it, once put into place. The same van stands in front of the same store. The car by the petrol bowser is the same one that has been filling its tank since who knows when. The situation does not materially alter if the layout goes on the

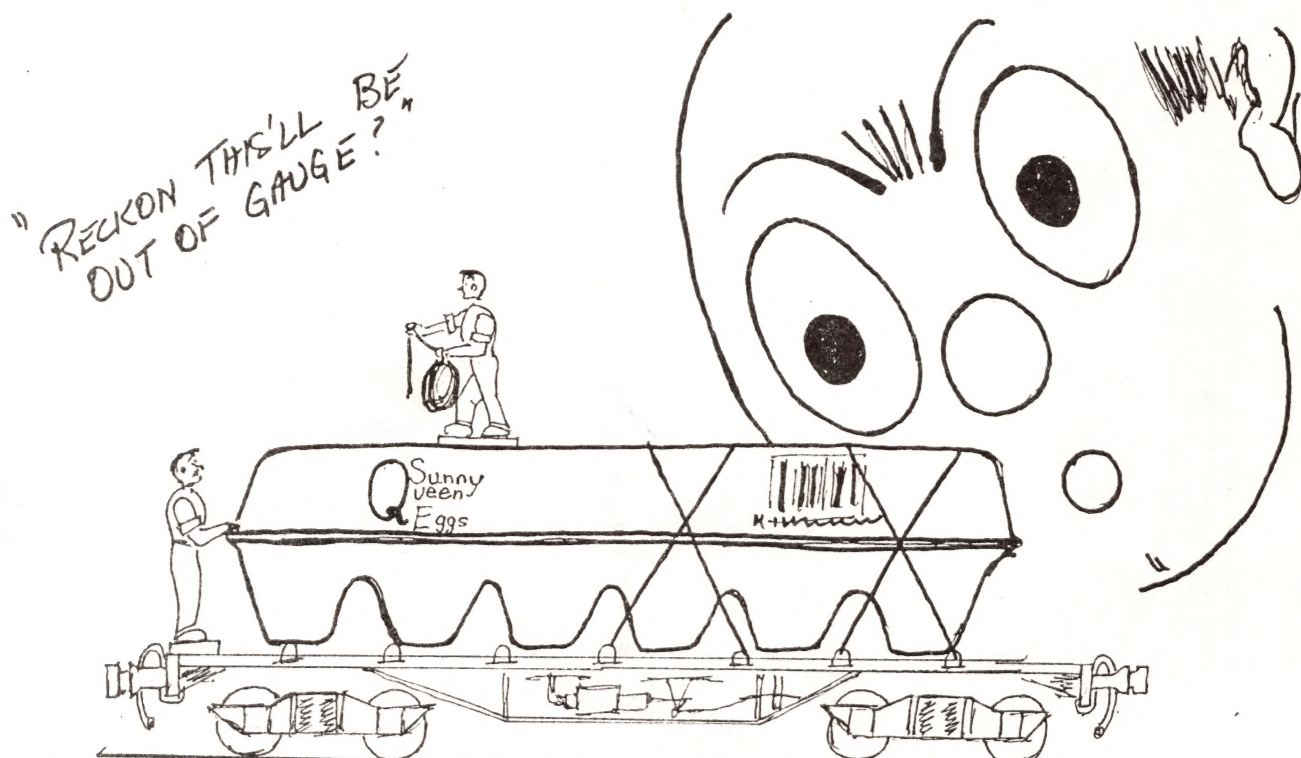
exhibition circuit. Each time the thing is set up ready to be put into action for the delight of the paying punters, the same tired old things are put back into the townscape, probably in much the same places.

Why should this be?

From time to time, a different railed vehicle makes an appearance. This is our old friend, the tram. If it forms part of the setting that backs the railway scene, it is made to work, even if only occasionally. It is sometimes the main theme of a layout to the exclusion of railways as such. Then, it is always in full working order with complete overhead etc, etc and the street scene gets the full treatment - shops, banks, pubs, cinemas are what you are representing in minute detail to give an accurate picture. But what happens about the other road vehicles? Virtually nothing at all. Oh yes! They are nicely reproduced and placed in convincing positions. Thereafter they are ignored, staying where put ad infinitum.

So - although a road vehicle is not normally part of a railways system, it does, in many instances, form part of an overall rail scene, especially if that is an urban scene. As such, it deserves a bit more consideration than it usually gets. I am not suggesting that road vehicles should be made to move under a separate remote control. In real life they are part of a mobile background, so let's move them around in that background, maybe change some of the others, perhaps between layouts when visiting.

But that's only one point of view - mine. What's yours?



R.T.B.

THE
MODEL
MEN

The National Rail Corporation

What Does it Mean for Victoria

About the time you read this article in *Journal the National Rail Corporation* will have started on the hard road to creating one national rail body. The following item is a summary of an article in the November Issue of *NETWORK* and hopefully will be of interest to us all.

The next few years will see some substantial changes in the way rail looks at the commercial aspect of freight handling. Some commodities will be actively pursued, others that are not a commercial proposition (grain?) will be discouraged. No doubt some politicians will be upset with this direction. However only time will tell how successful the NRC will be in its aim to be self-funding in the next five years.

GHB

The newly created National Rail Corporation (NRC) for the first time in the history of Australia, will ensure that investment decisions are taken on a commercial basis with the needs of a national network of paramount importance. It will be investing about \$1.5 billion in rail infrastructure during the next ten years.

NRC will assemble an asset base in the next three years comprising terminals, track, signalling systems and rolling stock sufficient to ensure its commercial viability. And where outright ownership is not a commercial proposition, leasing or other arrangements will be entered into.

The American specialist consultancy company Booz-Allen & Hamilton Pty Ltd were engaged by the National Rail Freight Initiative Task Force to address, from a national perspective, investment issues on the Sydney-Melbourne-Adelaide-Perth route. Their study used present traffic patterns as a base.

Freight trains from Sydney to Adelaide and Perth climb over the steep slopes of the Blue Mountains and descend to Parkes from which point the gradients are much more favourable.

An alternative route is on offer from Sydney south to Cootamundra, thence via Forbes to Parkes. Gradients are less severe, there are fewer constricting tunnels, but the journey is longer.

Traffic from Melbourne moves on broad gauge to Adelaide where Perth-bound freight is bogie-exchanged for onward movement west. Two routes are available between Melbourne and Ararat. One is the main line through Ballarat, with one long adverse grade and numerous curves. The other is a flatter route through North Geelong and Cressy.

Near Adelaide there are restrictive gradients, tunnels and curves through the picturesque Adelaide Hills - they are not picturesque for railway operators. Plans have been drawn up for a railway by-pass of this area leaving the present route near Tailem Bend and heading north around the edges of the ranges rejoining the present railway north of Adelaide where a triangular junction could allow direct entry to

Adelaide and to the Perth line.

Their study is in favour:

- Rerouting the Sydney-Broken Hill-Adelaide-Perth line through Melbourne. By 1995 freight density would increase in this way by 57% along the Sydney-Melbourne corridor and by 73% along the Melbourne - Adelaide line with resultant cost savings.

- Single track operation. It is estimated that if the Goulburn-June lines were singled the NRC's mainline track kilometres in the Sydney-Melbourne-Adelaide network would be reduced by more than 25%. This, of course, means huge savings in maintenance and replacement costs.

- Longer crossing loops. At strategic locations these allow trains to pass at prescribed intervals and facilitate the use of longer trains.

A key feature of this proposal is the standardisation of the Melbourne-Adelaide track via Ballarat is the clear choice. Continued use of the Cressy line, even in the short term is not considered justifiable if NRC is to be accountable for the maintenance costs.

To secure the southern freight triangle would involve outlays of \$154M to make Melbourne-Adelaide standard gauge, \$66M for a separate freight route through the Sydney metro area, and \$185M for an Adelaide Hills bypass.

The study report paints an interesting pen-picture of the present Sydney-Melbourne line with particular reference to impediments north of Wagga. There are numerous severe gradients and curvature speed restrictions, the train control system is labour intensive with about 20 attended signal boxes between June and the outer Sydney area (Campbelltown).

The current standard 900 metre crossing loop length limits container trains to about 2200 to 2500 tonnes. This is half the target which NRC hopes to achieve by 1995.

While this is a high-density corridor by Australian standards the current

interstate volume is less than 2.5 million net tonnes per annum - equal to the hauling capacity of only four trains a day in each direction.

On the other hand the Broken Hill line is the shortest route between Sydney and Perth, but Perth traffic represents less than half the projected interstate tonnage on this line. Sydney-Perth is some 400 km shorter than the alternative Sydney-Melbourne-Adelaide route. There are, however, major physical operating impediments on the Broken Hill route particularly east of Parkes. The consultants recommend the Broken Hill line should not be part of NRC and that it be required only until the Melbourne-Adelaide standard gauge is completed.

Elimination of the Broken Hill line from the NRC's network could reduce the NRC infrastructure cost by \$265M.

The report highlights also the residual

problem which would remain in Victoria if the Adelaide line were to be standardised and suggests cost effective options for handling them. It cautions, that even under the most favourable circumstances, the project would be "marginal".

Booz-Allen's proposals for the project envisage:

- Utilising current Melbourne-Sydney standard gauge line to Sunshine.

- Conversion to standard gauge of the single track Melbourne-Adelaide main line from Sunshine to Belair, S.A.

- Conversion to standard gauge of one of the two main line tracks from Belair to Keswick.

- Using AN's current standard gauge line from Keswick to Islington.

To reduce costs of associated necessary changes in Victoria the report canvasses options, among them:

- Ballarat passenger services would be re-routed via North Geelong and Meredith.

- Rail services to Ballan would be terminated (approximately 50 passengers per day).

- Bus-rail options for the Sunshine-Melton line, which would maintain rail services for two-thirds of the passengers on this route.

(Retention of a full rail service to Bacchus Marsh is estimated to cost about \$23M; approx \$15,000 per passenger at present levels).

- Retention of rail services to Dimboola would be costly; regauging the Overland would be avoided if the Indian Pacific were re-routed through Melbourne.

Conversion of associated lines to standard gauge such as the AN Tailem Bend-Peebinga grain line and the V/Line Murtoa-Hopetoun, Dimboola-Yaaapeet and Portland grain terminal access is mentioned as a possibility.

Conversion costs of these three grain lines and the Ararat-Portland-Mount Gambier-Snuggery route could be about \$25M. Locomotive and wagon bogie conversions to support these services would involve an additional \$3M. The report confirms that traffic from the Mount Gambier-Snuggery region generally is unprofitable for both AN and V/Line. Routing grain west to Adelaide rather than east and south to Portland in conjunction with the elimination of service to Mount Gambier would save the expense of converting the Portland-Ararat line.

It is emphasised that the Booz-Allen & Hamilton study addresses only one major group of investment decisions which the new National Rail Corp will need to make. The alternatives it canvasses and the recommendations it makes, however, do seem to fit neatly into the private-operator philosophy of the NRC and provide a pathway for the future development of a commercially-motivated rail freight system in Australia that is national in concept and nation-wide in efficient service.

STATE NEWS



Annual Exhibition

on 5,6 and 7 October

(Notes on the exhibition have been delayed because of the stresses of illness and family problems. Apologies are given for the delay but the situations were beyond control.)

Liverpool was again the venue for the 1991 Sydney Model Railway Exhibition. The attendance was down when compared with previous years, and no doubt this could be related to the extremely hot weather. Altogether there were 68 stands and new layouts were: No 48 The Far Twittering and Oyster Creek Railway by Adrian Hoad, bringing to life the whimsical railway created by Emmett, which featured some unusual locos such as 0-2-0 tank loco as depicted in Punch magazine in the 1940's; No 39 Alyn Vale with steam and diesel on a prototype layout set in northern NSW, and no 43 Hanborough, a Z scale layout depicting undulating European countryside presented by the Metro Model Railway Group of Victoria.

Re-imbursement to exhibitors at the exhibition was by way of an initial cheque on the Sunday afternoon and a final cheque following the determination of the balances of costs in presenting the exhibition. It has been said that some members of the Committee experienced a sharp intake of breath pending the determination of those balances. On the other hand many exhibitors expressed their appreciation for the 'atmosphere' of the exhibition and indicated their desire to exhibit again at Liverpool.

Bill Webb Model Railways of Strathpine donated a Fleishmann Pico train for the lucky door prize; J and D Imports donated an HO track starter set for the third prize in the guessing competition; Powerline Models of Penrith donated a deluxe train set for the second prize; and a 6 x 4 junior layout with loco and rolling stock was provided by the NSW Branch for the first prize.

Stand no 53 Cockroach Creek, a well detailed N scale layout featuring mainly European prototype trains and presented by Keith King of Newcastle won the award for the most popular layout.

Stand no 5 East Mateland, an HO layout based on the Maitland area followed NSW prototype with full length trains, was presented by the Epping Model Railway Club, and won the award for the best Australian layout.

Stand no 40 Thornbury, an N scale layout depicting a British branch line in the 1950's was presented by Martin Astle and

won the best non-Australian award.

Stand no 39 Alyn Vale (see earlier mention) won the award for the best Australian private layout.

Stand no 21 the Powerline display and U drive won the best commercial award.

Stand no 49 Lymington Pier, a OO scale layout depicting the last years of steam on a picturesque branch line in the south of England was built and displayed by Rohan and Dierdre Norman and won the best proprietary layout award. Stand no 27 by Joyce and Phil Bradney won the Sydney N Gauge award on the basis of public appeal, consistency of operation etc and was well deserved.

In the modelling competition insufficient entries were submitted for individual awards, but an overall award was made for a 4 car set of interurban double deckers by Simon Coughlan.

Stand no 6 The Theatre, attracted good attention. Once again, Roger Cantwell arranged for and presented historic railway and feature films.

On the catering side the assistance of our interstate visitors was again greatly appreciated. Special thanks must go to the ladies who worked so hard in the food and nibble bars. Denise Tyson and Shirley Hetherington presided over snacks for working members and exhibitors and June Lamour arranged for their hot meals. This year the method was varied to provide for hot food to be delivered by contractors and served by the ladies, and all reports indicate that it was successful.

An innovation at the 1991 exhibition was an early morning church service prior to the opening on the Sunday arranged by the Shoalhaven Model Railway Christian Fellowship. Bob Wardrop extends his grateful appreciation to all the ladies and members who assisted in making the exhibition a success, and gives special thanks to his wife, Dulcie, for her support and tolerance over the preceding months and during the exhibition.

Soon, we'll be making initial preparations for the 1992 exhibition, and in the meantime the video cassette of the 1991 exhibition will be shown at the Wairarapa Convention in April 1992 (see page 113 of Journal 205).

General News

Combined Clinic with the SCMRA on 9 November 1991

Norm Read advised that an interesting (and an alternative to L girder construction?) modular base board system using plywood with cross bracing was presented

at a well attended clinic. Norm did give a thumb-nail sketch of the system, which includes the baseboards and the trestles, and the availability of detailed drawings will be investigated. Attention is drawn to the next combined clinic with the SCMRA to be held at the Rockdale clubrooms on Saturday 8 February 1992. The topics will be detection systems and throttles.

Christmas Dinner

This year the 1991 Christmas dinner was in the form of a sausage sizzle on Saturday 7 December. Denise Tyson, supported in full by the Ladies Auxiliary provided gourmet delights to accompany the sausages so deliciously sizzled by Phil Kelly and David Bennett. The evening was well attended and was enjoyed by all, and there was obvious reluctance on the part of a significant group to finally switch off the track power and say goodnight...

Layout Display at Bayside Plaza, Brighton le Sands

The Hawkesbury, Ardglen and Thornbury layouts were displayed at the formal opening of the Bayside Plaza on Saturday 7 and Sunday 8 December. There were some misgivings about a display in an international hotel and shopping complex because of the initial impression of a large empty shopping area with limited artificial lighting and power outlets. However, a positive approach was adopted to the management, confidence was restored and the display was very well received by a very good crowd. In addition some new members (at least one) have been gained as a fringe benefit to AMRA.

Clinic Projects

Items listed so far include scratchbuilding and kit bashing (a universal but unlovely term). The current projects are for throttles, KF wagon and TBC/TFX conversions. Suggestions for other items or for your special interests will be received with pleasure by Phil Kelly.

Auction on 16 November 1991

On this occasion the auction lacked those special items such as dentist's drills and kitchen sinks. However, it was well attended and there was a good turnover of items. There was a dearth of N scale on this occasion; and an unusually large number of items were presented after the cut off time of 2pm. The committee has discussed variations to the existing procedures so that the auction may start quickly, and in the meantime please do the best to ensure that items are listed early and presented well before 2pm.

Meritorious Award for 1991

The 1991 Meritorious Award was presented to Alan Tonks at the Christmas

Dinner. Alan was somewhat diffident about his long contribution to railway modelling, but as a more obvious example, many members will recall that Alan arranged for and drove that 40 passenger bus hired for the visit to the Richmond Vale Railway in August - indeed a quiet, unobtrusive, but consistent contributor for the benefit of AMRA.

Slide Night 13 December 1991

The intentions were good, but the teaming downpour of welcome rain was a little too daunting for some of us - most of us, in fact - and only a small number of members were in attendance. The limit of 10 slides each was set aside and Ralph Wambeek produced a wide range of slides of locomotives and rolling stock on the wall layout and on the large HO layout etc. and Ross Moar presented a large range of slides covering the celebration of 150 years of steam in England including the big parade, York Museum and various preservation groups. It was close to midnight when a look outside took away any excuse to stay on because of the weather..

About Running Days

There are still misapprehensions about the NSW Branch being obsessed with NSW prototype to such an extent that Continental and even North American equipment is not particularly welcome. One potential, but wary member was quite surprised to see several Continental, including English and

French models operated on the HO layout simultaneously. In fact the thought has been expressed that as for the Hawkesbury layout in years gone by, bookings for a running period of 20 or 30 minutes may be desirable and that some running days should be set aside specifically for Continental, North American and Australian prototypes.

The opportunity is taken to express my appreciation and thanks for the support and sympathy given by AMRA members during the terminal illness of my beloved wife, Kathleen

Tom Parkes

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Programme

February

- | | | |
|----|-----|------------------------------------------------------------|
| 1 | Sat | Annual General Meeting |
| 8 | Sat | Combined clinic with SCMRA detection systems and throttles |
| 14 | Fri | Layout operation |
| 15 | Sat | Auction |
| 23 | Sun | Sydney Tramway Museum visit Loftus |
| 28 | Fri | Layout operation |

March

- | | | |
|----|-----|----------------------------|
| 7 | Sat | Layout operation (UK) |
| 13 | Fri | Clinic |
| 21 | Sat | Layout operation (general) |
| 27 | Fri | Slide Night NSW prototype |

April

- | | | |
|----|-----|--------------------------------------------|
| 4 | Sat | Clinic. Topic to be confirmed |
| 10 | Fri | Layout operation (North American) |
| 18 | Sat | Easter Saturday layout operation (general) |
| 4 | Fri | Modelling competition/ videos on modelling |

May

- | | | |
|----|-----|----------------------------------|
| 2 | Sat | Clinic - painting sky and clouds |
| 8 | Fri | Layout operation (Australian) |
| 16 | Sat | Layout operation (general) |
| 22 | Fri | Open Day |
| 31 | Sun | Layout operation (general) |

Meetings at clubrooms, Chapel Lane Rockdale, are held on:

1st and 3rd Saturdays and 2nd and 4th Fridays.

Unless otherwise specified, meeting times are:

FRIDAYS: 7.30pm to 11pm

SATURDAYS: 2pm to 5pm

Auctions: Goods for sale to be booked in by 2pm.

Note: AMRA (NSW) clubroom telephone number is 567 1899.

All correspondence re NSW Branch matters should be addressed to:

The Secretary

P.O. Box 194

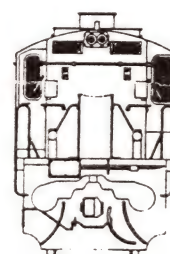
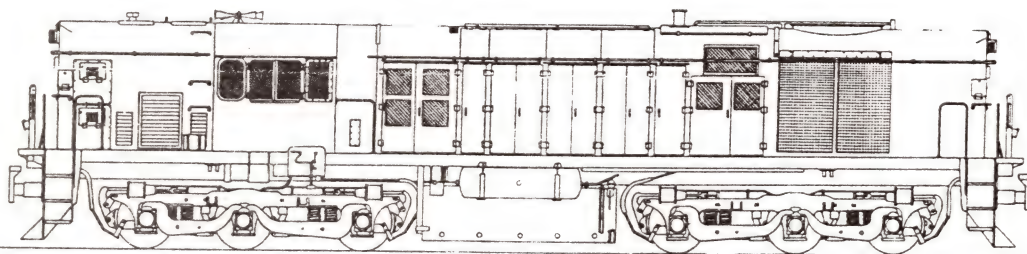
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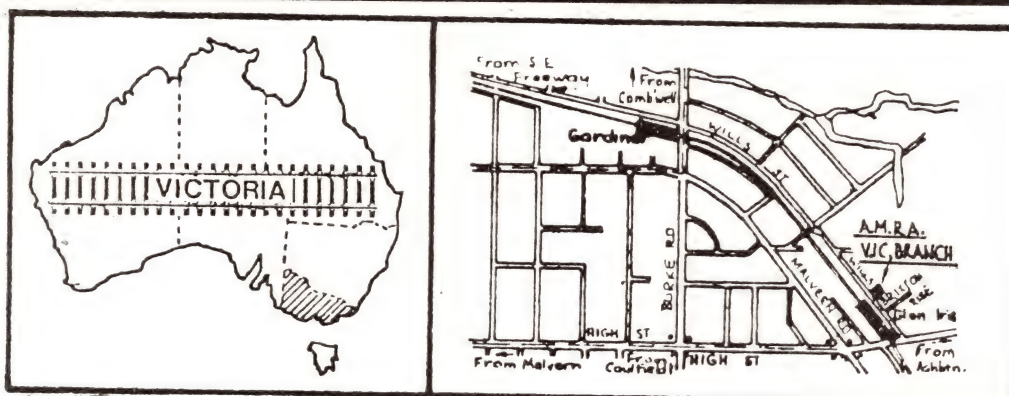
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Victorian Branch Notes

November meeting

Competitions

| | | |
|-------|-----------------|-----------|
| Model | B. Race | WA WQCX |
| | container wagon | 85 points |
| Print | S. Westerman | Advertis |
| | ing | 95 points |
| Slide | No entry | |

Models for display

| | |
|------------|-----------------------------------------------------------------------------------------------------------------------------|
| G. Brown | V/Line N class D.E. loco and T class D.E. loco by Precision Scale Models (note S class D.E. and ANR GM available next year) |
| M. Murtiss | British coaches in HO and OO showing the difference in size of the scales |
| R. Little | Bachman 'Gandy Dancer' in G scale |

December meeting

Competitions

| | | |
|-------|--------------------------------------------|------------------------|
| Model | G. Stockfield Great Northern cement hopper | 94 points |
| Slide | S Westerman | Big Hill tunnel portal |
| | | 93 points |
| Print | L Johnstone Geelong tunnel portal | 78 points |

Models for display

| | |
|----------|-----------------------------------------------------------------------------------------------------------------|
| G Brown | Precision Scale Models B class D.E. locos in VR (B60) and V/Line (B64) liveries |
| G Nitz | Athearn 45ft modern van trailers in S.F. livery |
| G Stuart | Atlas/Roco code 83 track, points, standard and insulated rail joiners and step joiners from code 83 to code 100 |

Reverse raffle

Donors of prizes were: Hearn's Hobbies, British Train Supplies, Train World, Rail 'N'thusiast, Victorian Hobby Centre, Engine Shed, Railfan Shop, The Buffer Stop, Owen Ely, Bill and Elizabeth Secker, Chris Elliott.

The Branch's thanks go to the donors for their assistance in making this an interesting meeting. Also to Blair Westerman and Rob Bogie for arranging the donations.

General News

Camberwell Exhibition

Kyneton layout will again be exhibited as the new USA layout will not be completed in time. Roger Lloyd is the coordinator for preparing and operating the layout. Some work needs to be done on Kyneton layout prior to the Exhibition. Some Victorian stock is required for operation at the Exhibition. Please see Roger if you can assist in any way.

Programme

March

| | | |
|-----|-----|-----------------------------------------------------------------------------------------|
| 1 | Sun | Timetable operation - 1.30 to 5pm - USA (general) prototype |
| 2 | Mon | Daylighters - 10am to 3pm - BYO train |
| 5 | Thu | Exhibition set up - 8am at clubrooms |
| 6-9 | | Exhibition |
| 12 | Thu | Social meeting- clinics - 7.30pm model - standard categories photo - motive power depot |
| 16 | Mon | Daylighters - 10am to 3pm - BYO train |
| 26 | Thu | Timetable operation - 7.30 to 11.30pm - European prototype |
| 30 | Mon | Daylighters - 10am to 3pm - BYO train |

April

| | | |
|----|-----|--------------------------------------------------------------------------------------------------------------|
| 4 | Sat | Junior day - 10am to 3pm - BYO train |
| 5 | Sun | Timetable operation - 1.30 to 5pm - UK prototype |
| 6 | Mon | Daylighters - 10am to 3pm - BYO train |
| 9 | Thu | Social meeting - show and tell on club layout - 7.30pm model - standard categories photo - preserved railway |
| 11 | Sat | Ladies night - 7.30pm - Rosanna Golf Club |
| 23 | Thu | Junior day - 10am to 3pm - BYO train |
| 23 | Thu | Timetable operation - 1.30 to 5pm - USA 1970/current prototype |
| 30 | Thu | Clinics - topics to be announced |

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Library News

A spectacularly good book is *Road Through the Wilderness* by David Burke (NSW University Press), an account of the building of the transcontinental railway, in the context of a newly federated Australia, a group of sovereign states still fumbling with ways of working together and with their new federal government. (Come to think of it, they haven't made all that much progress yet.)

It was the first exercise in cooperation, and a major one, with a world war to complicate it, and professional jealousies to spice it. It's a simply written book, the scholarly apparatus well hidden, but lavishly and appropriately illustrated, mainly with sketches and photos of the period. Not particularly useful for a modeller (oh, I don't know. Modelling the Nullarbor would

at least be simple.) but fascinating for anyone interested in railways.

And by coincidence, another book on the Transcontinental: *Ribbons of Steel* by Anthony Dennis and (importantly) photographs by Ross Bird. The subtitle is *Riding the Indian-Pacific* and the book is a well-produced A4 limp-covered collection of photographs around the theme of a Sydney to Perth trip. The text is relevant but a bit flowery. If I were unkind I'd say it was there to keep the photos apart. Still, it's a book worth leafing through. Many of the shots are superb.

While we're still in trans-continental mode, Stuart Westerman has brought back from South of Perth two souvenir booklets, *Bunbury-Boyanup Railway: 100 Years 1891-1991* by Paul Woods and others, put out by the Leschenault Railway Preservation Society (illustrated with a sketch of their prized loco, Leschenault Lady, always referred to by Don Potts when we were over there as Lecherous Lady) and *Hotham Valley Tourist Railway: Souvenir Book* compiled by John Purcell. The latter in particular is quite a lavish production, with colour photos and histories of pretty well all their rolling stock. Nice.

Back to Victoria, and to Marilyn Ramsay's *Steam to Strzelecki* a B4 card-covered book of 150 pages from ARHS(Vic). This little-known line was odd in many ways. It took 40 years of lobbying to get it built, it was opened in 1922, long after the end of the 'railway age' in Victoria, and its first section closed only eight years later. The name of the terminal station was misspelt on the station sign! A useful record rather than an entrancing story, but worth reading, none the less.

Along the Line to Gembrook is simply a collection of photos with captions by J.E. Thompson and A.P. Winzenried of Puffing Billy before 1962. That reads as if I mean to downgrade it, which would be unjust: they're good photos, well presented in a well laid out A4 book. A nice debut for a new imprint: Gum-Tree Station, who plan a series in this style, of various narrow-gauge lines. I wish them well.

Byways of Steam 3 from Eveleigh Press follows fast on the heels of 1 and 2, perhaps a little too fast. Am I possibly becoming a little jaded at stories of NSW country sheds, or is the supply now a little less rich? Not to grumble; it's still a good collection, well presented.

Just last issue I welcomed a booklet from Precision Scale Models on VR's B Class, produced as background for buyers of their model. Now we have another, *Victorian Railways/E.M.D. N Class CoCo Diesel Electric Locomotive*. General arrangement drawings, good photos and some history and statistics. Definitely a model

for other manufacturers -- to confuse metaphors.

For you American aficionados, we have been given a copy of *Santa Fe: 1988 Motive Power Pictorial* which includes a considerable portfolio of Santa Fe locos preceding that date, both steam and diesel, as well as the machines working at the time, road numbers etc and lots of pictures.

Back to modelling. An order placed in England a year ago has finally borne fruit, with several very useful titles. The *Peco Book of Model Buildings* is a modest little book aimed at the average (English) modeller in either card or styrene, giving sensible, down-to-earth advice from go to whoa. Well worth reading through for the beginner, or browsing in by the expert, just to remind one of techniques long forgotten.

And especially for those working on British prototypes, the three volumes of *Downesplans: Scale Lineside Drawings* will be a godsend. Two are for country build-

ings, one for railway buildings, mostly of stone in both cases. Allan Downes' work appears frequently in English journals; for those who'd like to try matching his work, here's the chance. These books were also put out by Peco between 1977 and 1979.

Since that time there has emerged Wild Swan Publications, publishers of *Model Railway Journal* and various books of the same high standard. Barry Norman's *Landscape Modelling* is one of these, stylish, carefully detailed and highly readable. It's been out since 1986, and should have been in the Library several years ago. Sorry!

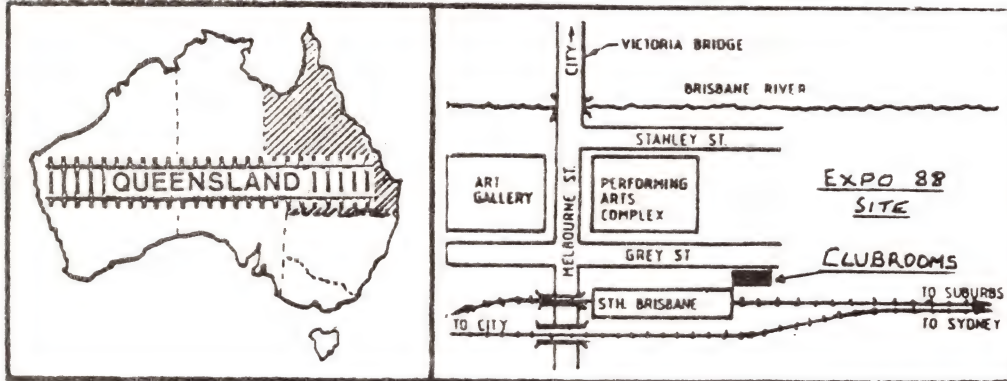
We see lots of model railway photographs, *Model Railroader* has a regular column on model photography, and of course Branch runs monthly competitions, but there have only been one or two books on the subject that I know of. I'm glad then to see *A Treasury of Model Railroad Photos* put out by Kalmbach, edited by

Mark Hembree and featuring Dave Frary, Malcolm Furlow, John Olson and Paul Scoles, all with impressive credentials in the game. Each takes one or more scenes, describes the techniques used, often with disquisitions on equipment or even philosophy, making up a fascinating book, even to those who learnt on the box Brownie and have learnt nothing since Real photographers will drool!

The last for this issue (it's been quite a stack, hasn't it?) is another for the British modellers: *An Illustrated History of Southern Wagons, vol 2: LBSCR and minor companies* compiled by a group of four, the first of whom is G. Bixley. An enormous amount of detail, lots of photos, and a well produced, if unadventurous production.

Good modelling and good reading for 1992!

Brian Southwell
Librarian



THE GREEN BOARD

Presipiece

It was an interesting AGM wasn't it?

Two new members were elected - Ian MacFarlane, and myself as President. One sure way to get elected to the role of President is to volunteer!

For those who don't know me I've been a resident of Brisbane and a member of AMRA since 1984.

My past experiences in the hobby date back to a Tri-ang layout Dad built me when I was about 7 years old. I graduated into N scale some twelve years ago and was Chairman of Sydney N Scale Model Railway Club prior to moving to Brisbane.

My sixth layout, this time HO_{N2} 1/2, is currently under construction.

I guess my interest in the hobby is just that - a hobby. It's a hobby from which you can get what you want. In return I believe it's good to give if you can, too. That's my theme in this, my first President's Note. What can we give to the club, and what do we hope to gain?

We all joined AMRA for a reason; what was yours?

We'd like to find out, and with that in mind, we've sent a survey out to members in Queensland looking for some feedback. Please send it back, we'd like to know.

To general club news now. On behalf of AMRA Qld, Bob Mawson presented a plaque to Doug Syme who recently retired from the RNA. Doug has over the years been our liaison point for the showground premises we use for our May exhibition, and the plaque was to thank him for his assistance.

Planning of and for next years show is well under way and all points to a bigger and better show.

As always we need volunteer labour for the weekend and any help you can provide will be appreciated.

James Yuille
President

Queensland Branch AGM

On Thursday 24th October, the Queensland Branch held its 3rd Annual General Meeting since incorporation. With about 20 members in attendance, it was a little quieter than previous years but everyone who attended enjoyed the meeting.

This year, our previous President, Bob Mawson, was not available for re-election (something about building a layout, I think) so it was obvious that someone from the ranks was needed to fill this auspicious office. After a bit of searching, James Yuille was nominated and duly elected by the members.

The other election results were:

| | |
|----------------|----------------|
| Bruce Hoppitt | Vice President |
| Tony Weber | Secretary |
| Neil Johnman | Treasurer |
| Don Warn | Committee |
| Ian MacFarlane | Committee |
| Stan Moore | Committee |

Robert Farlow was elected to look after the Sales Cupboard, Steve Malone and Mathew Greig were elected as Librarians and Debbie Malone is the new Journal Reporter (although a certain secretary may be lynched for nominating her).

Warring Geddes thanked the outgoing committee for all of its work in keeping the club running during the year which was echoed by those other members in attendance.

After the formal part of the meeting was

over, Jim Bilby once again ran his most entertaining slide quiz. It's difficult to figure which is the most entertaining, the slides, the quiz or the member's remarks about various items contained within! Some of the more difficult questions were: what does a somersault signal and LNER 4472 Flying Scotsman have in common? (they both originated from the GNR) and what colour is the A10 in its newly restored guise (Regency Red).

The layout was utilised for running a short while after the meeting while others enjoyed a cuppa in the kitchen to finish an entertaining AGM for another year.

Tony Weber
Secretary

November Meeting Notes

The first Saturday Afternoon meeting was well attended with a large variety of trains in operation on the layout. Special visitors were present including Mr Ben Bennetto of New Plymouth Model Railway Club, New Zealand. His club has done well in the last few years in procurement and restoration of clubrooms and the design and construction of an excellent HO scale club layout. A video tape of the club's achievements and activities was screened at afternoon tea break. The highlight of the video tape was following a train around the layout with some well done sound effects. It seems popular in this club to detail and repaint standard US diesel models in New Zealand liveries. Ben brought along an Athearn SD45-2 painted in the latest NZ colours. A photo album showing the club's progress and a large track plan were also available for viewing.

Ken Edge-Williams, a well known country member from Rockhampton brought

down two other model enthusiasts from the Rocky club for a hobby shop tour and to visit our afternoon meeting and a night clinic on US modelling. Before returning to Rockhampton Ken's group visited the Pioneer Steam Railway Group at Swanbank, who were running their PB15 number 448 and Perry 0-4-2T (Kilrie) on the Sunday. The Rockhampton Modellers also had a video on their clubroom layout which was screened after a buffet evening meal in the clubrooms. The video was also well done and showed the remarkable progress and good quality of layout construction. Ken gave us a run down on the club activities, they meet twice a week (what else is there to do in Rocky!), run regular open days and displays, model mostly HO US with some QR HO/SN3 1/2. The club has a good arrangement with its premises and has a sound future.

The modelling clinic that evening was run by Bob Mawson and Tony Weber which was very well presented and received. Those who attended (about 20 members) had an enjoyable evening.

The November Monthly Meeting

This meeting received a good attendance, those present rewarded with a most interesting evening. Firstly Tony Weber and Bruce Hoppitt gave a run down of the Committee news and forthcoming events. Bob Clelland gave an informative five minute talk on Railways in Snow (an article on this subject by Bob will be in the next issue - Managing Editor), followed by Ted Ward with some interesting snippets from his mysterious bag of tricks. Ted is always keen to promote how similar full size modelling and our railway modelling is.

This evening was our annual modelling competition and competition was a little light on, this was due to a slightly less number of entries and the increase in the number of categories which was designed to help the newer or younger modeller to be fairly represented. So no matter how inexperienced you may be or how simple your model is, please consider entering your model next time we have our competition, which is meant to be more of a 'fun' event more than a serious critique.

Results as follows:

Steam - scratch - 0-6-2 Krauss - Jim Fainges

Diesel - scratch - 0-4-0 Baby Baldwin - Steve Malone

Structures - Atlas signal box - Tony Weber

Freight - scratch - NSW Ball Bearing Wagon - Arthur Hayes

Freight - kit - NPF Fertiliser Wagon - Bruce Hoppitt

A big thank you to all who participated.

The final entertainment for the evening was the screening of almost 200 of Stan Moore's slides showing Queensland Railways form the NSW border to the most northern station in Queensland in the early sixties. A most interesting and well presented showing. Thanks go to Stan's projection assistant, his son Iain who pushed the button very professionally

Club Christmas Party Saturday 7 December 1991

The club outing was well attended with approximately 50 people attending. The venue was the Pine Valley Railway site at

Warner. This club has approximately 1/2 km of 3 1/2", 5" and 7 1/4" track. Locos present: QSMEE 7 1/4" gauge 0-4-2 Heidi type 'Warner', two 7 1/4" QR PB15 4-6-0 from QSMEE President Lloyd Dannenberg and Ian Scott, a UP 0-6-0 from the Hadley family, an 0-4-2 Perry in 5" gauge. 'Sandy' a 5" petrol powered cane loco and an indescribable F wagon with electric motor attached underneath powered by 12 volts controlled via a tram controller system. If you can ride a surfboard, you can ride this one, by Steve Malone.

It was a sunny afternoon under the eucalyptus trees but slowly the clouds began to build up. By 6 o'clock members were starting to think about a BBQ tea. Approximately 6.30 when most had finished BBQing the heavens opened. Our new President James luckily had a beach umbrella in his van which was just the right size to shelter you if you were unfortunate enough not to have finished BBQing. He said a mate of his, also a salesman, had given it to him some years ago. All I can say it saved quite a few sausages from ruin. Thank you to James' friend, whoever you are. "OH WHAT A FEELING". I do hope all those people who got wet didn't get colds out of it. Oh well better luck next time.

The afternoon went fairly well with members and their children firing, driving and generally enjoying the ride and probably the rain also, except for one little boy who was worried about the trains getting wet.

From the Green Board 1953

Graham parker writes:

On our meeting night of Thursday 4/6/53, the club visited the North Coast Line just south of Toombul for the purpose of watching Queensland's second streamlined air conditioned train do its inaugural run to Cairns.

What a majestic sight this was, to see this beautiful train glide through this section at 50 mph. The fluorescent lighting of the coaches showing their interiors brighter than day. It is without any fear of contradiction that I would say that sunny Queensland will have a fleet of passenger trains second to none in the Southern Hemisphere.

Stop Press

Committee is looking into hiring a special train with A10 locomotive no 6 in conjunction with QSMEE for a trip around the Brisbane suburbs. More news as it comes to hand.

Programme

February

1 Sat Layout running afternoon. Bring your own dinner. Clinic evening and layout running. Bruce Hoppitt will give some ideas on modelling NSW prototype.
13 Thu Layout construction evening
15 Sat Layout construction afternoon
27 Thu Monthly Meeting starting at 7.45pm. Report from Committee of Management. Bring your own slides to show. Max 20. Layout running before and after meeting.

29 Sat Layout running afternoon

March

4 Sat Layout running afternoon.

Bring your own dinner. Clinic evening and layout running. Jim Christie will share his experiences in modelling Sn2 (narrow gauge on 9mm gauge track).

12 Thu Layout construction evening
21 Sat Layout construction afternoon
26 Thu Monthly Meeting starting at 7.45pm. Report from Committee of Management. Ian MacFarlane to talk on 101 differences in station design.

April

4 Sat Layout running afternoon. Bring your own dinner. Clinic evening and layout running. Tony Weber will share the trying experiences of loco kit building.

9 Thu Layout construction evening
18 Sat Layout construction afternoon
23 Thu Monthly Meeting starting at 7.45pm. Report from Committee of Management. Exhibition news. Show and tell night.

30 Thu Help set up Model Railway Exhibition at RNA Showground.

May

1 Fri Set up Model Railway Exhibition at RNA.

2-4 Sat-Mon AMRA Qld Branch Exhibition. Keep dates free.

14 Thu Layout construction evening

16 Sat Layout construction afternoon

28 Thu Monthly Meeting starting at 7.45pm. Report from Committee of Management. Discussion on 1992 Exhibition

Clubroom Notes

As you can see from the calendar, the layout running times have changed slightly to the 1st Saturday and 4th Thursday of the month (on the Thursday, it's before and after the monthly meeting only), also on the fifth Saturday should one occur.

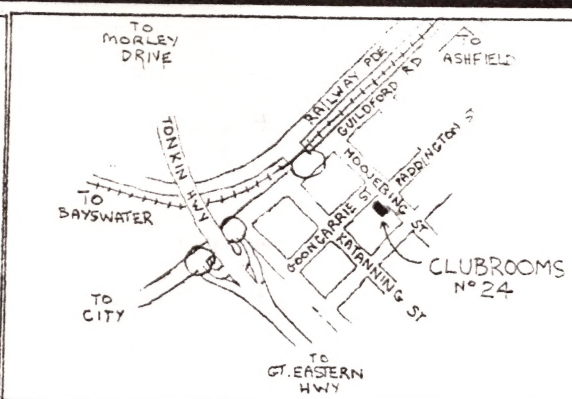
The 1st Saturday is now clinic night also. At 7pm one of our members will give a short talk on modelling specifically, whether it's a particular prototype or how to do sessions. Usually it goes for an hour, then layout running can continue. Most members stay from the afternoon session and bring a plate or casserole dish to have for dinner. These nights are a little extra social activity as well as giving you the chance to learn more about modelling railways.

Layout Construction

We are now progressing on 12mm (HOn3 1/2) tracklaying, so if your special interest is in this area, your assistance would be helpful. Check with Arthur Hayes.

Layout scenery is progressing and there is still plenty of room for more assistance here. Some areas will be difficult to scenic effectively and careful attention will be needed. What will make or break a layout are the 'mini scenes' that are scattered about. If you have any ideas for that special scene, put your ideas on paper, in writing or a sketch and hang it near the area concerned. Bring it to the attention of one of the Layout Committee and discuss your idea briefly. Your ideas on display will prompt others to come forward also. Lets get your thinking caps on and put your ideas on paper. Eventually it will be decided what will go where.

There is still plenty of work on the electrical side so if you think your talents lie in this area and are willing to stick with a job over a long period, we could find a task for you on the layout.



Extracts from 'The Branchline'

Simon's Scribblings

Additional Workshop Equipment

We are continuing to equip our workbench, the latest additions including a drill vice for use with our drill press and a Dremel Model 850 cordless Mototool. Both these items are available for the use of members at the clubrooms, although for safety reasons and to ensure proper 'husbandry', a 'Certificate of Competency' is required to use the drill press, the lathe and the air brush. See me or Bob Hands to get yours!

Plans are afoot to install our small spray booth more permanently and to provide it with forced ventilation.

Simon Mead
President

1992 Model Railway Exhibition Report

The 1992 Model Railway Exhibition is now less than six months away. It will be held on Saturday 30th May, Sunday 31st May and Monday 1st June.

This will be your chance to show off that layout you've been quietly beaver away at. If not for the judges' opinions, than why not experience the thrill of putting your creative effort in front of 'the public', that wonderful group of people, both young and old, who long to do the same, or are just fascinated by the artistry and the movement of a layout. We already have a number of expressions of interest from members and others and the good news is that there's still room for YOU.

Please give graham Watson a call on 250 1084 to discuss what is needed and to discuss your layout in particular. He'll be happy to talk to you.

Lionel Boyce
1992 Exhibition Co-ordinator

The WA Branch Really is the Greatest

It's been confirmed by the federal registrar - the Western Australian Branch of AMRA is THE GREATEST. Members of the Western Australian Branch have felt all along that the branch was the greatest in respect of the facilities that are offered to the members but now the Western Australian Branch is confirmed as having more members than any other branch of the Association.

At 6th December, the numbers in the four branches were:

| | Senior | Student | Family | Total | Dec 90 |
|-----|--------|---------|--------|-------|--------|
| NSW | 204 | 2 | 40 | 247 | 246 |
| VIC | 195 | 15 | 32 | 242 | 252 |
| Qld | 92 | 2 | 34 | 128 | 123 |
| WA | 212 | 3 | 53 | 268 | 214 |

Fifteen people in Western Australia have joined the Association since October. They are:

| | |
|----------------------------|-------------|
| Ian Campbell-Clause | Kalamunda |
| SN3 1/2 East African | |
| Ron Chatterton | Kalamunda |
| O/16.5 or any narrow gauge | |
| Geoffrey Collins | Midland |
| OO | |
| Adam Garforth | Halls Head |
| Modern American N | |
| David Humm | Bunbury |
| HO/OO | |
| Brian & Margaret Jervis | Kallaroo |
| HO & OO | |
| Martin & Pauline Knorr | Girrawheen |
| HO | |
| Alan Ovens | Shelley |
| HO | |
| Michael & Trish Rogers | Safety Bay |
| OO & Westrail/Gauge 1 | |
| Justin Smith | Mt Pleasant |
| Sn3 1/2 | |
| Roger Stanton | Thornlie |
| -- | |
| Trevor Wilbraham | Ashfield |
| AN & Victorian HO | |

We hope that they will all enjoy their membership of the Association and of the Western Australian Branch in particular. Most have already visited the clubrooms and have seen what facilities there are for the enjoyment of the WA members but if they haven't, they are encouraged to do so at their earliest opportunity in order that we can get to know them all personally.

Around the Layouts

The phoenix is arising at 'Ebford Regis'. Much of the old 'Ebford Regis' layout has been 'remolished' and construction work has started on the new O scale 'Ebford Regis' layout. An article by Dennis Ling (O scale 'gaffer') describing the layout and its imagined prototype appears elsewhere. The old layout, however, is not entirely dead. The station and the yard can still be operated and this, I feel, is to avoid withdrawal symptoms from the addicted operators. But, if you don't have any 32mm gauge equipment to shunt back and forth in the old 'Ebford Regis' station and yard, there is always the need for extra hands to help building the new 'Ebford Regis', as we don't have enough G clamps on a Saturday afternoon!

The N scale layout is also undergoing a

metamorphosis, although not to the same extent as 'Ebford Regis'. The 'West-N-Track' has grown one metre in width and scenery construction is under way. The electrical gremlin has finally been located after many hours of searching and burnt fingers by almost everybody in the N scale group (I think John Miller deserves the final credit). It is now possible to have trains running while the scenery is being formed. This can be quite a pleasant pastime, watching the trains crawl past as the hills are being made. Any more modellers in N scale are most welcome to join in on general club activity days and evenings or on the N scale special interest nights, which are held on the second and fourth Fridays of each month, commencing at 7.70pm.

'Haltwhistle' is always well patronised, so bring along your 16.5mm gauge equipment to give it a run. You haven't seen anything until you've seen Gary Pilmoor's Union Pacific 'Big Boy' climbing the bank! Who said 'Haltwhistle' was just for the 'Pommie stuff'?

Ian Wood
Layouts Co-ordinator

Reader's and Viewer's Corner

The following new books are now on the shelves and available to the members.

M035 'The Wonderful World of Steam Locomotives' P.B. Whitehouse.

As the title suggests, this work is a delightful collection of photographs with some text.

M036 'Railways' C. Hamilton Ellis

A pictorial history of the first 150 years of railways around the world. This work includes something of the conditions under which patrons travelled and is quite enlightening.

M126 'Great Western Album' Volume One R.C. Riley

M127 'Great Western Album' Volume Two R.C. Riley

These include an extensive selection of photographs assembled by area and/or locomotive type. Some of the photographs are of a marine nature and would be helpful to the modeller for harbour/vessel detail.

M128 '50 Years of British Steam'

This work includes a deal of colour which would be of use to modellers who may want to model the less numerous types of locomotives, although these are not the only ones portrayed.

P164 'International Locomotives' Edited by J.B. Snell

A unique collection of prints from paintings that are both detailed and colourful.

The painter was the late H.M. Fleming whose work, I imagine, would be familiar to a number of members.

W304 'A Book of Australian Railway Journeys'

Compiled by John Cook, this work is a delightful collection of short stories, verse and photographs.

Since the last issue, the branch has received donations of books, magazines and videos. The donors include Tom Donkin (from Newman), Ern Raddatz (our 'honorary W.A. Branch member'), in Snowtown, S.A., Bob Gallagher (of 'Australian Model Railway Magazine'), Peter Sapte (our genuine Branch member who lives in U.K. for 46 weeks a year and visits us for the other six!), Richard Smart and Alan Porter. My thanks for the consideration shown to the Branch library.

Not all donations have been of a material nature though, for Mal Bradbrook and Graham Watson have been most generous with their time and skills in assisting me with the cataloguing and 'behind the scenes' work associated with running the Branch library.

A number of members met the new AMRA Federal Secretary, Steve Chapman, when he visited the Branch clubrooms some weeks ago. He is a keen collector of 'Railway Modeller' and has most of the issues which have been published. However, he is missing a few issues and if anyone has one or more that are surplus to their needs, I am sure that Steve would be pleased to know. The issues wanted are:

1948: Nos 2 and 5

1949: Nos 9, 11 & 12

1952: May, November and December

1958: June

1959: February

1960: August

The library is continuing to be used extensively by members, which seems to confirm its usefulness. A small point though...

WHEN BOOKS ARE TAKEN OFF THE SHELVES FOR PERUSAL, PLEASE CHECK THE BOOK'S NUMBER BEFORE RETURNING THE BOOK TO THE SHELF AND MAKE SURE THAT YOU ARE PUTTING IT BACK IN THE RIGHT PLACE.

In recent weeks, so many have been put back on the shelves completely out of order that it's been creating considerable delays for members looking for particular publications.

Lionel Boyce
Library Co-ordinator

'Ebford Regis' Revisited

The (imagined) prototype

Ebford Regis is still perceived as a mythical town in the south-west of England, very close to a large town of which nowadays (1991) it can be considered a suburb. Ebford Regis station is where the double track line from London becomes single track for the remainder of the route to the 'deep West'. A bay platform is provided at the east end of the station to accommodate local trains terminating at Ebford Regis.

In addition, there is an electric railway tramway linking Ebford Regis to the neighbouring town (giving the railway a 'run for its money') and on the other side of the valley at the west end of the station, there

is a narrow gauge system which has a station connected to St Agnes Bay Halt (by the curved Brunel timber viaduct) by a well beaten footpath.

The railway was a victim of the 'Beeching cuts' in the 1960's but has been rescued by an active preservation group who now run the local service from Ebford Regis to the nearby large town - this service starting and finishing from the bay platform. The preservation group has installed a short piece of GWR 7'0 1/4" broad gauge railway on the south side of Ebford Regis station.

The model

A scale drawing of the planned Ebford Regis layout, as currently proposed and approved by the branch Management Committee, is shown below. Initially, the storage yard will be of two through tracks only and will be gradually enlarged to full capacity by June 1993 - the time at which it is planned to have Ebford Regis exhibitable. The station area will be substantially completed before any operating can take place.

The layout will be built on 14 basically identical baseboard support modules (although of two types). The metal frame and wooden sub-structure up to track level will generally be the same for all modules. The radii of the end curves are only a few millimetres more than the old Ebford Regis layout. By the elimination of reverse curves and the generous use of transitional curves, there should be no difficulty in running the majority of members' 32mm gauge locomotives and rolling stock.

The installation of the broad gauge, the narrow gauge (On16.5) and the electric tramway will be carried out after the installation of the 32mm gauge standard gauge railway, mainly be members interested in those prototypes.

The cost

A detailed proposal, with supporting detail (including expenditure phasing), was submitted to the Branch Management Committee in August and, after the provision of some requested additional information, the Committee gave approval in principle in September for the new Ebford Regis O scale layout and for the expenditure of up to \$2000.00 on it during the fourth quarter of 1991. Additional funds will be made available quarter by quarter, subject to the Committee being satisfied with the progress and expenditure during the previous quarter and that the estimated final cost of the new layout is not rising significantly.

The estimated costs, and quarter by quarter expenditure, are given in the table at the bottom of this page.

It is still possible to purchase Lima 4F 0-6-0 locomotives in U.K. They are robust and, with a small amount of work, they suit Ebford Regis quite well. Since members

can already provide some 10 assorted locomotives, the estimate is based on two Lima locomotives being purchased as Branch stock.

Since a preserved railway is perceived primarily as a passenger carrying operation, the provision of adequate numbers of carriage stock is very important. Few are currently owned by members. The Lima vehicles owned by members are good runners and, with improvements to couplings and buffers, would make visually more acceptable vehicles. It is therefore planned to purchase twelve more Lima coaches by December 1992.

Although the idea of the Branch purchasing locomotive and coach kits has merit, especially in view of the scientific and artistic training involved, their very high costs are such that kit built equipment is not being considered for the new layout at this stage.

It is believed that the members have sufficient wagons to meet the needs of a preserved railway and no provision is made for any wagons, R-T-R or kits, to be acquired by the Branch. There are, in any case, some vehicles from the 'Plaistowe Bequest' and there are also kits in the 'Boydell Bequest' which can be used.

Estimates for track and points are based on the use of Peco 'Streamline' track and the manufacture of the points by the members, using suitable nickel silver rail. There are 17 plain turnouts and four 3-way points to be built.

Fly on the Wall at Management Committee Meetings

October

Ian Wood agreed to co-ordinate 'Modelrail '92' as a convention, utilising many of the ideas and suggestions presented by members at the Annual General Meeting - the initial outline for the convention to be prepared for consideration in December.

Policy for re-imbursement of travelling expenses for all members, including committee, clarified thus: 'The cost of fuel used will be re-imbursed for specific instances, agreed in advance by the Committee, but will not be re-imbursed for general activities associated with Branch operations.'

Decision made that the special interest group associated with 9mm gauge modelling will be known within the Branch as 'the N Scale Special Interest Group'.

Graham Watson agreed to undertake the duties of 'layout searcher' for the 1992 Model Railway Exhibition.

Because of long lead times, it was agreed that preliminary planning for extension of the clubrooms should commence.

Thanks to John Martin for donation of spray booth. Suggestion made for acquisi-

| | 4Q91 | 1Q92 | 2Q92 | 3Q92 | 4Q92 | 1Q93 | Total |
|------------------|--------|-------|-------|-------|-------|-------|--------|
| Baseboard frames | \$1190 | | | | | | \$1190 |
| Boards | \$400 | \$100 | | | | | \$500 |
| Fittings | | \$300 | \$200 | | | | \$500 |
| Track & points | \$180 | \$360 | \$220 | \$360 | | \$180 | \$1300 |
| Locos R-T-R (2) | \$100 | | \$100 | | | | \$200 |
| Coaches R-T-R | \$150 | \$150 | \$150 | | \$150 | | \$600 |
| Wagons | | | | | | | nil |
| Lineside | | | | | | | \$300 |
| Electrical | | \$100 | \$150 | | \$135 | | \$385 |

tion of additional Australian and U.S. videos.

November

Decision made to purchase Model 850 cordless Dremel 'Mototool' for \$98.50. Purchase of 'kit of parts' for 18' of steel framed shelving agreed at a cost of approx. \$500. Payment of \$500 deposit for hire of Silver Jubilee Pavilion for 1992 Exhibition agreed (hire charge of \$4,410 unchanged from 1991). Admission prices to remain at 1991 levels of \$3.50 and \$1.50.

Appropriate fixed (and externally vented) draughting to be arranged for spray booth. Purchase of Australian video 'The Last Decade of Steam' agreed, other Australian and U.S. titles to be further considered. Ants reported to have been zapped by House Officer. Track cleaning rubbers and wheel cleaning brush to be purchased. Inventory of OO scale locomotives and rolling stock to be presented to Committee to enable assessment of adequacy (or otherwise) for 'Haltwhistle' use.

The 1991 Railway Modelling Competition

First of all, I would like to offer a big thank you to all involved in the successful running of this year's Railway Modelling Competition. As this is my first year on the Management Committee, I found the help of the other Committee members invaluable.

The standard of modelling was, I thought, very high and the task of judging proved to be difficult, with only a few points separating entries in several categories. The judges were John Martin and Andrew Wells and the way they saw the entries is as follows:

Scratch-built Locomotives

- 1st Doug Kelly's Isle of Man Rlwys Beyer-Peacock 2-4-0T 'Loch'
- 2nd Ken Belcher's WAGR Sentinel-Cammell Steam Coach
- 3rd Anthony Penstone's WAGR R class 4-4-0
- 4th Ian Denton's WAGR ADG diesel railcar

Kit-built Locomotives

- 1st Alan Higgs' Victorian Railways A2 class 4-6-0
- 2nd Roger Solly's GWR steam railmotor
- 3rd Peter Sapte's LMS G2 0-8-0
- 3rd Roger Solly's GWR 'Bird' class 4-4-0
- 5th Peter Sapte's LMS 'Crab' 2-6-0
- 6th Andrew Morling's Great eastern Railway 4-6-0
- 7th Andrew Morling's Midland Railway 4-4-0

Proprietary Modified Locomotives

- 1st Peter Sapte's LMS Fowler 2-6-4T
- 2nd Andrew Morling's LMS 8F 2-8-0
- 3rd Andrew Morling's LNER J72 0-6-0T

Scratch-built Rolling Stock

- 1st Alan Higgs' Victorian Railways T class refrigerator van
- 2nd Alan Higgs' Victorian Railways water tank (gin)
- 3rd Keiron Wright's WAGR GHE fertiliser wagon
- 4th Anthony Penstone's WAGR HD flat wagon

Scratch-built Structures

- 1st Ian Denton's model of Westrail station

at Seaforth

2nd Michael Sumner's model of a cattle dock

Best model of a Western Australian prototype

Keiron Wright's WAGR GHE fertiliser wagon

Best model entered by a junior modeller
Anthony Penstone's WAGR HD flat wagon

Highly commended

Michael Sumner's model of a cattle dock
The Ossie Gully Cup for the best model over all categories, was won by Alan Higgs with his kit built model of a Victorian Railways T class refrigerator van

Bob Green

1991 Railway Modelling Competition Co-ordinator

Programme

1 Sat Auction

This auction is being held on a Saturday to satisfy those members and others who cannot get out easily at night.

Only AMRA members may submit items for sale by auction but non members are welcome as potential buyers. The Auction Co-ordinator will give consideration, if requested, to using the auction as a means of disposing of any model railway items contained in the estates of deceased persons who were themselves not members of AMRA but were friends of AMRA members.

The main rules of the auction are printed on the reverse side of the Auction Form, which will be available at the clubrooms from 18th January. Intending vendors should obtain an Auction Form before the day of the auction and complete before they arrive.

Unsold items will be returned only to the vendor, or if they are sold by private arrangement after the auction (but still within the clubrooms), they will be given to the buyer but the Auction Co-ordinator MUST be told of this by the vendor. The normal 10% selling commission to AMRA will still apply.

The clubrooms will be open from 1.30pm to allow for early marking up of the items for sale and for their display to potential buyers. No lots will be received after 2pm. The auction will commence at 2.15pm and no later.

3 Mon 'Signals on the British Prototype'

Peter Dean is a senior signalling engineer with Westrail and has a lot of experience with prototype signalling design in U.K. before he came to Australia. He is also a keen modeller, unfortunately of the 'chocolate and cream' but this should not prevent him from giving a good run down on signalling on the British prototype and how to ensure that:

- (a) your layout has signals installed
- (b) you put them in the right places

8 Sat Special project afternoon

First issue of 'The Branchline' for 1992 to put together. There's collating for those who like the repetitive, there's stapling for those who, like to feel powerful at the end of a stapler, there's checking for the 'nit-pickers', folding for those with strong thumbs and enveloping and post code sorting for the clerically minded ... there's a task to suit everyone's talents. Sixteen or so members

make 'mincemeat' of this task in 60 to 80 minutes, so why not come and join the fun?

10 Mon Sn3 1/2 Special Interest Group meeting

Come along to this 'workshop' session and try your hand at building a model of a WAGR 3'6" gauge railway vehicle in S scale. There's a core of keen Sn3 1/2 modellers there to inspire, guide, demonstrate and otherwise get you into this most desirable activity of modelling our local railway system

12 Wed Slide Night

Last slide night was a bit disappointing with everyone leaving the bringing of slides to everyone else! Bring along a dozen or so of your model or prototype railway slides and tell us a bit about each of them.

14 Fri N scale Special Interest Group Meeting

A regular Friday night meeting of the N scale SIG to work on the 'West-N-Trak' layout with a view to getting it ready for the 1992 Exhibition. And, as Ian Wood points out, you can run the trains while you work on the scenery! Best of both worlds!

15 Sat General club activities

At these meetings, you may use the clubroom facilities as you wish, but with a few restrictions (e.g. the need for a Certificate of Competency for using some of the work station equipment). There's the Branch's 16.5mm gauge layout 'Haltwhistle' (which has clearances for HO and S scale stock as well as OO) on which you can run your own trains (or you may use the Branch's OO equipment), you can assist with the further development of the 'West-N-Trak' layout or on the building of the new 32mm gauge 'Ebford Regis' layout. You can try your hand at the Shunting Puzzle on the 'Ossie Gully' layout, you can browse through the mountains of information in the library, you may put a video into our video player or, if all these things seem a bit arduous, you can chat away to like minded railway enthusiast.

17 Mon 'Bring and Show'

Bring along your latest project or whatever you're currently doing in active modelling, bring it (or them) along, show it (or them) to the other members present and talk about it (or them) for a few minutes.

22 Sat General club activities

26 Wed General club activities

28 Fri N scale Special Interest Group Meeting

29 Sat General club activities

March

2 Mon 'Modelling in Cardboard'

Barry Keens will relate to us how effective it can be (and how cheap, too) to make model railway items from card.

7 Sat General club activities

Programme Co-ordinator's Report

The task of Programme Co-ordinator is not without difficulties, as I am slowly discovering. However, my 'beginner series' is well under way, with talks and demonstrations on the small lathe, the air brush, wagon scratch building and track laying all having been well received, with locomotive construction, tree making and weathering on the programme for early 1992.

To make my task easier, I would appreciate some feedback. The Branch has a suggestion box (or drawer), into which

'polite' suggestions can be placed. Your suggestions for future programme can be put into the drawer. Alternatively, you can put your written suggestion/s in my folder within the Committee 'cabinet' which is near to 'Paddington Market'. My folder is marked 'Bob'.

I have been contemplating a Great Western Railway theme for timetable running on 'Haltwhistle', with members bringing in their own locomotives and rolling stock. I can bring in an Auto-coach, a B set, a 45xx Prairie and a Pannier.

Bob Green
Programme Co-ordinator

Branchline Bumblings

(with apologies to Ron Cunningham)

Railway modelling can be a funny thing. It seems to me to be a combination of inspiration, determination, perspiration and, most of all, motivation. Recently I realised that my home layout had been 'under construction' for far too many years.....and it still wasn't anywhere near a satisfactory stage.

So, with full support from my wife, I established a time each week that is set aside solely for the Model Railway. The interesting thing that's occurring, though, is that some days I get more done than others. I found that if I planned the activity for a few days in advance, I usually achieved the goals set, whereas if I just wandered into the Layout Room and looked around at what needed to be done, not much happened. By thinking about it ahead of time, I am able to foresee what materials are going to be needed and what procedures will be followed. It's virtually constructing the thing in my head first, then actually doing it in half the time.

But I still have to be 'in the mood'. And that's where the motivation comes in. If I'm not motivated to work on a particular aspect of the construction, it becomes a chore, and that's not what a hobby should be. Any moment I have during the week, I think about what I want to do in the Layout Room on the weekend and start revving-up.

There has to be a balance between being an 'armchair modeller' and a 'race-ahead-and-be-a-dissatisfied-later-modeller'. The armchair approach is essential, but one must be careful not to allow the ideas to stay there.....in the armchair!

I'm sure that I'm not the only modeller who works in this way, am I?

Ian Wood

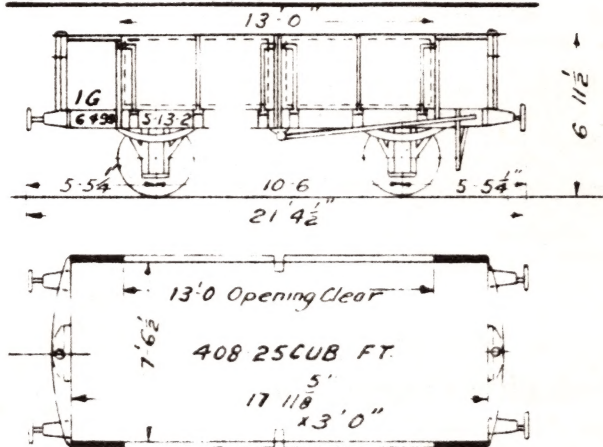
Think, Talk, Act and Work Safely

This snippet has nothing to do with the above but it's good advice anyhow!

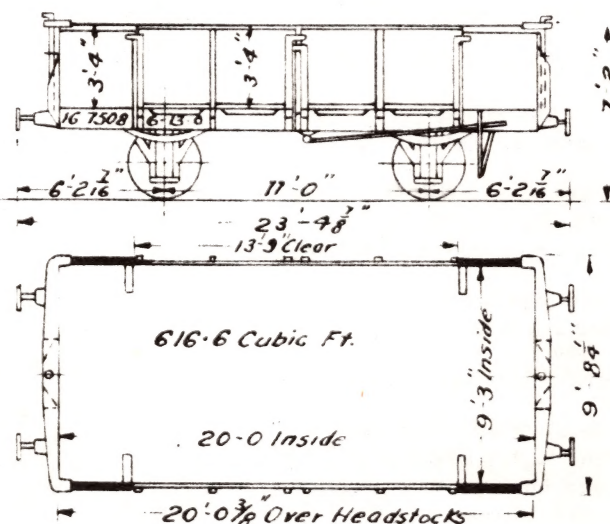
Coming soon is the National Rail Corporation, a prototype organisation which will run standard gauge trains to every state in Australia. At long last, Aussie modellers in every mainland state will have a common prototype and models are sure to become available as soon as a prototype livery is decided upon.

EWHW

1G STEEL FALLING DOORS. TO CARRY 12 TONS.



1G STEEL FALLING DOORS. 15 TONS.



VICTORIAN RAILWAYS TRUCKS
TYPE 1G.